THE DELAWARE AND HUDSON COMPANY BULLETIN

SEPTEMBER 15, 1925

PENNSYLVANIA DIVISION OUTING

Thoughts of Home and Words from Mother

Ringing through the mighty forests
  Making music on the plain,
  Cheering up the hearts of seamen,
  As they sail the billowy main,
Mingling in the din of battle
  Where the youthful hero stands,
Carrying hope to God's own workmen
  As they teach in heathen lands:
Thoughts of home and words from mother
  Like some magic unknown power,
Brave the heart for fiercer conflict,
  Cheer with hope the darkest hour.

In the halls of grief and sadness,
  In the hours of bitter pain,
When delirium, almost madness,
  Works upon the fevered brain,
When the lamp of hope burns dimly,
  And the spectre, stern despair,
Fills the whole room with his presence,
  Reigns supremely, everywhere—
Thoughts of home and words from mother,
  Like some precious healing balm
Come to sooth in hours of anguish,
  Fill the soul with peace and calm.

When the cruel taunts of scoffers
  Pain the heart and cloud the brow,
When the heartless voice of scandal
  Makes the head with sorrow bow,
When the world with thoughtless accent
  Crushes out a noble name,
And consigns the one who bore it
  To a life bedimmed with shame:
Thoughts of home and words from mother,
  Coming gently as before,
Seem to smooth life's rugged pathway,
  'Till one cares for nothing more.

When away from those that love us,
  Struggling with the cares of life,
As we strive to do our duty,
  Battling nobly in the strife—
Whether students at our study,
  Or as pilots at the wheel,
Or as soldiers in the battle,
  Facing ranks of bristling steel—
Thoughts of home and words from mother,
  Make the heaviest burdens light;
Fill our hearts with strong ambition
  To work nobly for the right.

So it is, through all life's journey,
  Whether good or ill we fare,
Whether courted or rejected,
  Sons of fortune, or of care—
Lost or found, it matters little
  What our lot or life may be,
Whether bound by slavish shackles,
  Or rejoicing with the free:
Thoughts of home and words from mother
  Cheer us on from day to day,
Point us to the World above us,
  Lead us in the "Better Way."

—*James Chester Johnson.*

Ferguson
au sM
7-14-15

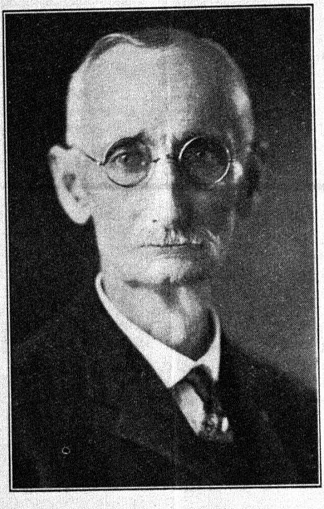
"the D&H" *The* DELAWARE AND HUDSON COMPANY "the D&H"
BULLETIN

Vol. 5 Albany, N. Y., September 15, 1925 No. 18

Found His Work Always New

Because This Was So, Baggageman Who Served 48 Years and 7 Months at Our Sidney Station Never Grew Tired in the Sense of Monotonous Routine

"IT was always something new, something different; every day it was like that." And because there lurked in his work this over-powering fascination so hard sometimes to describe, this strange romance that lures men on and on from day to day and year to year, **George E. Fergusson**, who was employed at our Sidney station continuously for forty-eight years and seven months, looks back over those years and finds it difficult to realize that his life's work has been concluded and that henceforth he must be content to see others "carry on" in his stead. He was pensioned by the Company on November 1, 1924.



GEORGE E. FERGUSON

Sidney, with the exception of a short time when he lived in the Masonville road not far distant, always has been his home. He was born there on August 25, 1855 and was the youngest of four children of Herman Ferguson, a carpenter. Since that time it has been his privilege to see the village grow from a settlement of a few modest homes and three or four streets to a thriving business and industrial center of much promise which is now the home of upward of 3,500 people. Well he remembers the day when stage coaches brought the mail and express and otherwise served the public in a transportation way before the coming of the railroad. A large barn in Main street, alongside the old Central hotel, was the headquarters for these conveyances.

Some idea of the growth of the village may be had from the fact that thirty-six years ago when he first rented the home he now occupies at No. 16 River street, there were only eight houses on that side of the street and four on the opposite side. Now every available building site has been utilized. At first he paid nine dollars a month for the house and never during the twenty-one years before he finally bought it for a home, did he pay more than ten dollars a month. Today, the property is one of his chief delights and he finds much pleasure in keeping it in an attractive condition.

Although he was just past eleven years old when the Albany and Susquehanna railroad was opened to Sidney, October 22, 1866, his recollection of the heights to which public sentiment rose is most vivid; how there was a public demonstration joined in by the folks of the village and their neighbors in the surrounding countryside and a dinner that was served in the station in honor of the occasion.

The first locomotive he ever saw was the *E. C. Delevan* (No. 1), then being used on a construction train and quite naturally he was much awed by the performances of the little wood burner. It was then working in the vicinity of the bridge that spans the Susquehanna river a mile north of the Sidney station.

During the years that have passed since that time, many changes have been effected on the Company's property at Sidney. The first station building, combining also the freight house, stood some distance south of the present building and close to the point where the tracks of the New York, Ontario and Western cross those of our road. Later it was moved nearer to the Main street crossing and since the erection of the present building, has served as a shop for the Car department at the opposite side of the tracks.

When he was twelve years old, he was obliged to forego the opportunities for acquiring an education and become a breadwinner instead. Farming was his first employment and for some time he worked for Lucius Palmer who owned a tract of about 150 acres extending from a point in the vicinity of the old Sidney house, on which site then stood the Palmer residence, straight across the land now occupied by our tracks and as far as Dugeon hill. Later, he worked in the glass works, the wagon works, and the old novelty works.

It is interesting, indeed, that his employment by the Company began with the understanding that he should have "steady work." Little did he dream, however, that he was stipulating a condition that was to continue for nearly half a century, nor did William Wood, the agent, with whom it was made. With his father, he was about to begin the moving of a barn, when Mr. Wood sent for him to work "extra" at the station for about a week. The idea of being an extra man did not appeal to him, but freight house and station work did and this prompted his proposal. That was in the spring of 1876, when he was twenty-one years old.

The station force then comprised, beside the agent, a day operator who also did the billing, and a night operator. His day, beginning at 7 a. m., and not being concluded until after the last evening train had arrived and departed, usually covered from fourteen to fifteen hours and paid him $1.25. During the time, his duties were many and varied, but for the greater part were devoted to the loading and unloading of freight, and to the handling of baggage to and from passenger trains.

Strength was one of his greatest assets. He never weighed to exceed 135 pounds, yet he was always capable of filling his place at the station along with other employes. The large four-wheel platform trucks had not then become a part of station equipment, and all baggage was delivered onto the platform by means of small hand trucks. It remained then to be lifted into the baggage cars, or if to be unloaded was handled in much the same way.

In June, 1880, he was appointed yardmaster and had desk room in the ticket office. At that time there had never been a switch engine stationed at Sidney and it became necessary to get "everyone (meaning the crews) who came along," he says, "to do some part of it." Later, an engine with one man, a brakeman, was sent from Nineveh every other day. It became the duty of the brakeman to protect the switching operations with a flag and the work of placing the cars and doing the necessary coupling and uncoupling fell upon MR. FERGUSON with the result that he acquired considerable experience with the link and pin of that time. Incidentally, he had many narrow escapes and at last decided to relinquish the position to return to his former work at the station.

Baggage handling, however, was a real task in those days. He recalls a record month when some 3,600 pieces of baggage, nearly every one of which was in excess of the weight governing its free transportation, were handled. Excess returns averaged between $75 and $100 a month as compared with ten or twelve dollars now.

None of his work appealed to him more than did that done in the freight house and he declares that he liked to do nothing better than to get in a car and check up its contents. He liked his work as yardmaster except for the danger. And he liked, too, his work in the baggage-room, experiencing but few difficulties with the traveling public.

During his time, twenty-two years of which were passed in charge of the freight house, he worked under five agents. William Wood (deceased) was the first; B. S. Fox, later sent to Rome as agent for the Company when it operated a line out of that city that has since been leased to the Ontario and Western; H. W. Clark (deceased); George Firman, now living in Fulton, and J. W. MCCULLOUGH, the present agent. The first man to hold that position was F. A. Harrington, whose father was the baggageman for several years.

He prizes a souvenir of the old station, a small block that formed a ceiling base for one of the hanging lamp fixtures, for on the back of it there is inscribed a roster of the station employes as of December 19, 1884. The names, written by S. E. L'Amoureux, the operator, are as follows: H. W. Clark, agent (deceased); J. L. Smith, now an operator at Altamont; S. E. L'Amoureux, operator, (deceased); C. L. Fox, yardmaster (deceased); William Wilbur, assistant baggagemaster (deceased), and A. P. Clark, night operator, now a resident of Sidney and an employe in government service. His name is also among the others as being the baggagemaster at the time. During the latter years of his service, however, his work was that of assistant baggagemaster.

On January 29, 1882, he married Miss Carrie

(Concluded on Page 13)

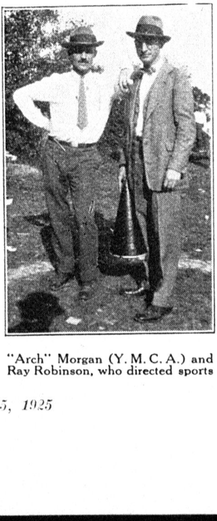
Day and Night of Pleasure

Thousands of Happy Folk Thoroughly Enjoy First Annual Outing of Pennsylvania Division Employes, at Lake Ladore

LAKE LADORE, on our Honesdale branch, again is blossoming into prominence. It has roused from its Rip Van Winkle of a quarter of a century and its challenge is being heard far and wide. It is the same call that once made it the premier pleasure resort in the vicinity of Pennsylvania's Lackawanna valley and its record for capacity crowds was without equal. History repeats, 'tis said, and because this is so it again looks like "old times" at the lake.

But that is only a part of the story. The climax came on Saturday, August 15, when between six and seven thousand people—employes from every department on the Pennsylvania division, members of their families, and friends—together enjoyed the lake and its many side attractions in celebration of their First Annual Field Day. The climax was indeed a surprise. It eclipsed the fondest hopes of those who had promoted the event. Truly, it was a record breaker from the word "go."

And the aftermath has been one of general approbation. All who enjoyed the many features of the day agree that nothing was lacking. Surely it was a happy thought when J. J. BRENNAN, master mechanic on the division, and a few close associates conceived the idea that made it possible. With no precedents to guide them, however, they were hazarding a guess. But it was a good one, nevertheless, for its announcement at once strummed a popular chord of sentiment and from the very outset indications were that the day, if weather conditions were favorable, would see a good response to the invitation to participate in a get-together wherein good fellowship was to predominate without restraint.



"Arch" Morgan (Y. M. C. A.) and Ray Robinson, who directed sports

J. J. BRENNAN, M. M.
General Chairman

Even with this encouragement to urge on the preparations, it still remained to see what the day might develop. Whatever uncertainty there was, moderated considerably as the time for the outing approached, but it was not until Saturday morning when, at about 10 o'clock, it looked as if all of Carbondale was turning out for the day, were all hopes set at ease.

The station afforded a heart-warming scene. Gathered there was a crowd that filled the waiting room and platform—a happy, congenial crowd of men, women and children, in not a few instances, entire families. Men from every branch of the service—mechanical, transportation, maintenance of way, coal storage, and accounting departments were here represented—mingled together in a most pleasant sort of way. Shortly a train from Wilkes-Barre arrived, having picked up en route some eight hundred other jolly folk, and at once the scene changed to that of a family reunion as cordial greetings were exchanged. Meanwhile, a steady stream of motor cars was wending its way up Canaan street and over the Moosic mountain, following in places the trail of the old gravity railroad to the lake.

It is hard to tell just when the first signs of a big day were noticed at the lake, but it must have been sometime during the early hours of the forenoon. And from then on until well into the evening, the road leading from Gray's crossing was a busy thoroughfare with people on foot and in motor cars hurrying along to join the throng in the grove and at the water's edge. At one time upward of a thousand automobiles taxed the capacity of a large parking field nearby.

The midway afforded day and night attractions and there had been arranged, also, a sports program that continued in progress for several hours. A Marathon race starting at 7th street, Carbondale, and ending at the lake, inaugurated the athletic events, with John Chapin leading a field of twelve starters. **Joe Dunlap** of the Motive Power department finished second; "Silent" Cawley of Moosic, Pa., third; and, William Schoonover, fourth.

A baseball game between the married and single men marked the opening of the field sports, and, despite the unevenness of the grounds, was rather well played. The benedicts, with **Eddie Gregor** pitching, and **Arthur Emmett** catching, won the contest, 4 to 2. **John Burnett** was the pitcher, and **Tom Ryan** the catcher for the losing side.

Long before the game was over, "Arch" Morgan, physical director at the Young Men's Christian Association in Carbondale, and **Ray Robinson** of the Engineering Corps, as announcer, were chafing uneasily to start the running, jumping, and other like events. When at last they got the field, the sidelines were pressed so strongly by eager onlookers as many times to threaten the continuance of such sports.

Jerry Walker of the Motive Power department started the winning by taking the 100-yard dash for men, being followed, in second position, by **Harry Halesky** of the Coal Storage department. The 100-yard relay was won by a team composed of **Kellogg** of the Police department and **Evers**, **Phelps** and **Sandy** of the Generals, with a team composed of **Frier**, **White**, **Halesky** and **Walsh**, running in second place. **Louis Kellogg** of the Police department got the prize for the 12-pound shot put, and **Keilerlie** of the same force was second best. It took some persuasion to get **George Mangus**, well known Motive Power department boxer, to enter the sack race, but in the end he led the field with **A. Aviet** of the same department running next. The running broad jump was closely contested and went to **W. Diseau** of the Coal department, with **H. Frier** of the Car department a pressing rival. Something wholly unexpected happened to the Maintenance of Way men who, instead of dragging their Motive Power department friends into the lake in a tug of war, themselves fell victims to greater strength. **Kellogg** and **Walker** got the three-legged race by a hair, and **J. Wagner** of the Car department out-rowed all other contestants in the boat race for men. The 50-yard swimming event for men went to **D. Richards** of the Motive Power department.

The ladies' events were contested in equally as fine spirit and created the same excitement as did those arranged for the men. **Miss Margaret Lewis** of the divisional car foreman's office, won the boat race, leading Mrs. W. W. Miller to the line. **Gladys Weed**, also of the divisional car foreman's office, was third. **Mrs. L. J. McLain** (Car department) won the egg race, and **Mrs. William Nolan** (Maintenance of Way), was second. **Mrs. Roy Henderson** (Car) made the crowd step back a bit when she toed the mark in the baseball throwing contest and outclassed the field. **Miss Ehihard** got second place. Like the noise from a battery of machine guns, was the nail driving contest which was won by **Mrs. Nolan**, with **Mrs. Spencer** (Motive Power) second best. And last, but not the least exciting by any means, was the cracker eating contest also won by **Mrs. Nolan**, with **Mrs. Dillmuith** (Motive Power) second.

During the time that the events at the lake were in progress, the Generals and the Pennsylvania division team were battling their way through an interesting contest that ended a 13 to 11 victory for the former. Throughout the play, hardly a break was made in the sidelines that extended well down past first base and along the path from third to home. **Dollard** opened for the Generals, but was followed by **Rosbeck**, and **Herbst** did the receiving; while for the Pennsylvania division team the battery was **Mike Newcomb** and **Conners**, and **Barrett** and **Davis**. The box score was as follows:

GENERALS

	AB	R	1B	PO	A	E
Schermerhorn, 1b	5	2	3	13	0	0
Phelps, cf	5	2	2	2	0	0
Sandy, 3b	4	2	0	1	3	1
Esmond, lf	5	2	3	1	0	0
Marterer, 2b	5	2	2	3	4	1
Schermerhorn, 1b	5	2	3	13	0	0
Herbst, c	5	2	1	2	2	0
Connelly, ss	5	0	2	5	3	2
Evers, rf	5	0	1	0	0	0
Dollard, p	2	1	0	0	1	0
Rosbeck, p	3	0	0	0	0	0
Totals	44	13	14	27	13	4

PENNSYLVANIA DIVISION

	AB	R	1B	PO	A	E
Breslin, lf	4	1	0	1	0	0
Dower, ss	3	3	2	3	0	0
M. Walsh, 2b	5	1	1	3	2	0
T. Walsh, 1b	5	1	2	11	0	0
Munley, rf	4	2	1	0	0	1
Berry, cf	5	1	2	0	0	1
Leo, 3b	5	1	1	1	3	2
Barrett, c	3	1	2	3	1	0
Davis, c	2	0	0	5	1	0
Newcomb, p	3	0	1	0	3	1
Conners, p	2	0	0	0	0	0
Totals	41	11	12	27	10	5

Score by Innings

										R
Generals	1	0	0	3	2	0	4	1	2	13
Penn. Div.	0	0	0	5	1	0	4	0	1	11

Summary: Two base hits—Schermerhorn (2), Connelly, Barrett; three base hits—Herbst; stolen bases—Sandy; double plays—Marterer to Connelly to Schermerhorn, Connelly to Marterer to Schermerhorn; left on bases—Generals, 5; Carbondale, 4. Bases on Balls—off Dollard, 3; off Rosbeck, 3; off Newcomb, 2. Struck out by Dollard, 1; Rosbeck, 1; Newcomb, 3; and Conners, 2.

In the dancing pavilion, following the game, more entertainment was in store. A First Aid

(Concluded on Page 14)

A Century of Railroading

Opening of the First Public Railroad — the Stockton and Darlington of England, Built by George Stephenson — Took Place September 25, 1825

GEORGE STEPHENSON

RAILROAD centennial days are upon us. A little more than a week hence, despite the zealous historian who may seek to disclose in seventeenth century history the idea that was first suggestive of a railroad, the world, on September 25, will observe the one hundredth anniversary of the opening of the first public railroad—the Stockton and Darlington of England. A formal celebration of this notable event was held on June 1, last, as a part of the program of the International Railway Congress which was then in session in London, and there was a procession over the original twenty-five and one-half-mile route by the *Locomotion No.* 1, built by George Stephenson, hauling a replica of the train that carried some 450 passengers on the maiden trip from Darlington to Stockton.

Wording of the Act granting permission to build the line for the passage of "waggons and other carriages * * * with men, horses or otherwise," was most interesting in view of the developments that have since taken place. It cited that the "railway or tramroad" would be of great public utility, by facilitating the conveyance of coal, iron, lime, corn and other commodities between the places mentioned, and made provision for the settlement of damages that might be caused by "waggoners." The public was to be free to use the road "with horses, cattle and carriages," upon the payment of an authorized rate "between the hours of seven in the morning and six in the evening," during the winter months; "between six in the morning and eight in the evening," in two of the spring and autumn months; and "between five in the morning and ten in the evening" in the "high" summer months of May, June, July and August.

After much deliberation and many delays, the road was completed under Mr. Stephenson and at the time of its opening threats against its projectors were being uttered. This feeling, together with some misgivings as to its ultimate success, tended to excite the curiosity of the public and there was on hand on that memorable day a great assembly of people. Some there were who went to rejoice, some to see the "bubble" burst, and there were present also many prophets of evil who for the world would not have missed the blowing up of the engine.

Starting at Brusselton, about nine miles above Darlington, a fixed engine drew a train of loaded "waggons" up an incline from the west and lowered them on the opposite side where Stephenson was ready to receive them with the *Locomotion No.* 1. This train, according to the best authorities, consisted of "six waggons loaded with coals and flour, after these was the passenger coach filled with the directors and their friends, and then twenty-one waggons fitted up with temporary seats for passengers; and lastly came six waggon loads of coals, making in all a train of thirty-eight vehicles."

"The signal being given," wrote a local chronicler of the day, "the engine started off with this immense train of carriages, and such was its velocity that in some parts the speed was frequently 12 miles an hour." By the time the train reached Stockton, it is recorded, there were about 600 persons aboard or hanging onto the cars.

Every hope of the promoters was more than realized. The traffic upon which they had formed their estimates of profit proved to be small in comparison with what actually flowed in upon them. Then, too, there developed a demand for passenger accommodations which they had never even considered. The number of persons previously traveling between the two towns had been small, but no sooner were trains running than new relations developed and more people found occasion to visit one town or the other than ever before had been the case. To meet this demand, Mr. Stephenson was authorized to have a passenger coach built, and "The Experiment" was the result. It was a modest, somewhat uncouth conveyance with a row of seats along each side of the interior and a long deal table through the center. The only entrance was at the rear. Later the Company's coat of

(Concluded on Page 13)

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Acclaim Negro Porter a Hero

RECENT issues of THE BULLETIN have recounted, one after another, various citations in which railroad men, by reason of their inherent devotion to duty, have fulfilled to the letter the reputation of their profession for facing coolly and with rare deliberation any and all emergencies known to their work. This heroism cannot be discounted; it ranks with that shown on the part of any other class of men the world over.

And now comes the case of Oscar J. Daniels, a negro Pullman porter, who lost his life in an effort to save the lives of passengers on his car when a train carrying excursionists from Chicago to New York, was wrecked near Rockport, N. J., on June 16, last. In recognition of this heroic act, his last, the Pullman Company has established a precedent by naming one of its cars in his honor. Henceforth, the Sirocco will bear the name, Daniels. Editorial writers generally have commended this recognition and an expression of the *New York Sun*, which appears herewith, is typical of this sentiment.

"The Pullman Company," says the *Sun*, "has done well to give one of its cars the name of Oscar J. Daniels in honor of the porter who distinguished himself by his clear-headedness, his fortitude and his devotion to duty in the Rockport wreck on the Lackawanna railroad.

"Pullman porters usually get less credit than they deserve. The public takes for granted their courtesy, their resourcefulness, their capacity to anticipate the wants and the whims of querulous or nervous or bewildered passengers, their dexterity in a rapidly moving train. It makes few allowances for accidents, none for incidentals, probably unintentional impertinences. A mishap that throws a porter against a passenger is likely to subject him to a severe reprimand. In literature and on the stage the porter shares the common fate of his race: he provides the comic relief.

"Not only is this unfair, but it has created an atmosphere in which the most praiseworthy deeds of Pullman porters have been obscured. They share the honorable tradition of the tracks which bind engineer and brakeman, towerman and track walker, dispatcher and call boy, to get the train through, to protect the lives of passengers, to relieve those in distress before taking thought for their own safety."

Railroads and Air Craft

OWEN D. YOUNG has been asked to head the Airways corporation, the new $50,000,000 company which purposes to establish aerial passenger service between the principal cities of the country," says a newspaper editorial which then makes the comment, further on, that, "Aerial navigation is coming and coming soon." Remembering the success of the motor car which has been achieved during our time, it would be well not to ignore altogether, the possibilities of aircraft transportation. Inventive genius may be depended upon to surmount the difficulties now being encountered during the development era.

Intensely interesting is this development. It may not, however, reach a point during our time where it will materially affect railroad activities, for its first toll probably will be taken from among the devotees of motoring.

But each succeeding improvement and each recognized success must be reckoned with in the light of facts. They must be considered as factors that may eventually exert a vital force in the transportation world. Airway progress may not be forestalled; it would be unwise to think of such a thing, revolutionary, in fact. But it is not too early to consider seriously all the possibilities of such competition. These may be greatly reduced if railroad employes will freely cooperate with management in the practice of all essential economies and in the ready solution of those problems designed to facilitate or expedite the service of transportation.

INSURANCE CLAIMS PAID
AUGUST, 1925

Death benefits - - - - -	$5,200
Health benefits - - - - -	4,988
Accident benefits - - - - -	540
Accidental Death and Dismemberment benefits - - - - -	None
Total and Permanent Disability benefits	676
Total benefits - - - -	$11,404

Railway Reminiscences

Although England is the Home of the Railroad, American Genius Had Surpassed Its Methods of Operation No Later Than the Early Eighties

(Continued from Last Issue.)

OUR route from Kansas was by the Missouri Pacific (Mr. Talmadge, General Manager) to Sedalia, and along the banks of the Missouri from Jefferson City to St. Louis.

"The splendid bridge across the Mississippi, just below the junction with the Missouri, is one of the main features of St. Louis. Landing stages exist all along the river frontage, the river itself is alive with stern-wheel steamers. I should have liked more time to have examined thoroughly the large Central Railway Station, called the Union Depot, where all the lines serving St. Louis concentrate. There are no platforms; the trains stand like rows of buses, and the passengers enter by the rear, passing through the trains to their carriage seats.

"Another night's journey through Terre Haute and Indianapolis brought us to Cincinnati on the Ohio, where Mr. Waite, of the Pittsburgh Railway, took us in charge."

"On Monday, 30th June, we left Cincinnati by the Little Miami Railway to Xenia and Columbus, thence by the 'Panhandle' route to Pittsburgh. This title is a short one given in consequence of the similarity to a pan handle of the lines on a map, and far shorter than its real title of Cincinnati, Indianapolis, St. Louis, and Columbus Railroad. Pittsburgh is situated on the River Monongahela; it lies low and, like Cincinnati, has a service of elevated railways by which the heights around the town are reached. It is a huge, black, smoky business centre. Mr. Pitcairne, of the Pennsylvania Railroad, received us and showed us over the gravitating sidings which are provided here. He took us under his charge to Altoona, passing through the Allegheny Mountains and round the celebrated Horse Shoe Curve. At Altoona, we were met by Mr. Theodore N. Ely, and shown over a portion of the works at night, where the installation of electric lighting had recently been effected.

"Next morning, Mr. Frank Thomson met our party and took us over the entire works, showing us the construction of their wheels and axles. 'Phosphor bronze' was the new metal combination to which he particularly directed our attention, as well as the production of iron wheels for wagons and carriages cast in one-piece tyre and all, the tyres being subsequently 'chilled.' After a very interesting morning we left Altoona about mid-day, and made our last railway trip in the States. Once or twice on this journey we were pulled up experimentally, the engine being brought to a stand, through the application from our carriage of the Westinghouse Brake, the cord actuating it passing through the centre of the carriage within easy reach of any passenger.

"Most courteously were we entertained by Mr. Thomson, Mr. F. W. Jackson, Mr. McCrea, Mr. Pugh, and other Pennsylvania railway officials. We passed through Philadelphia and reached the New Jersey terminus, parting with our special train and our special friends with much regret, having completed upwards of 5,500 miles during our very pleasant visit.

"At New York, we stayed on this occasion at the Windsor Hotel, but the spare day at our disposal was spent by me in calling, with our Agent, Mr. Trowbridge, upon the Chief Shipping Agencies—the White Star, the Inman, the Cunard—as well as upon the Representatives of Cook, Jenkins, and Gaze; with a visit of farewell to Mr. Rutter, Mr. Abbott, Mr. Bond, and others, many of whom were invited by the Directors to meet them at dinner on the evening prior to our home sailing.

"On Saturday, 4th of July, Lord Stafford having rejoined our party, we left New York by the White Star Liner 'Germanic'—Captain Kennedy. Among our fellow passengers were Messrs. Winans, of cigar-ship enterprise, and Mr. Leland Stanford, Governor of the State of California, who took much interest in the action of horses, and had adopted an arrangement anticipatory of the kinetoscope for photographs of the progressive movements of horses in walking, running, leaping, etc., obtained by special series of photographic snapshots actuated by the animal's own passage along the prepared course. An album showing results was a source of interest to the voyagers.

"Our daily record was as under:

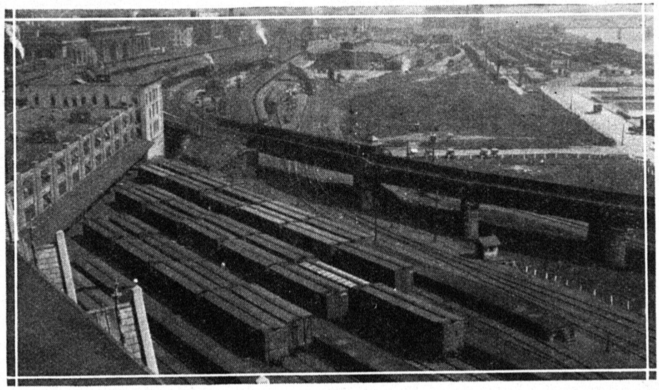
1st day after leaving New York......	344	miles
2nd " " " " "	345	"
3rd " " " " "	339	"
4th " " " " "	365	"
5th " " " " "	351	"
6th " " " " "	359	"
7th " " " " "	385	"
8th " " " " "	352	"
Queenstown arrival	2,840	"

"At Queenstown, we were met by Mr. Ismay. Mr. Stirling, our Agent, also came on board anxious to know what fresh development would arise in the struggle for the American traffic as a consequence of our visit.

"We continued on board the 'Germanic' till our arrival in the Mersey, where a special tender was courteously provided for us; our party, on return, only included Lord Stafford, Mr. Bickersteth, Mr. H. Crosfield, Mr. G. Crosfield, and myself. Ascertaining that our Monthly Officers' Conference was being held at Bowness, I sent a telegram announcing our safe arrival, together with my best wishes for a pleasant day, as this summer gathering usually terminated in a friendly excursion and dinner party.

"Now while I found occasion to comment on the very free mode of railway signalling and railway running in America, on railways crossing each other on the level without any main signals and an almost entire absence of distant signals, while level crossings used by the public across the railroad had only a warning that people using it must 'look out for the locomotive,' yet the Americans were ahead of us in many of the plans they had adopted; some perhaps exclusively serviceable for their own mode of transport, but others from which we might take lessons. Among the former I may mention the 'Miller' platform, a firm connecting passage way between the vehicles; the 'Janney' coupling, an automatic clutch which kept the vehicles together and avoided all screwing up of carriage shackles, thoroughly suitable for corridor trains, the adoption of which for English traffic seemed, in 1881, remote. Among the developments which were applicable to our rolling stock was, the continuous brake on their passenger trains, the interior fittings of their saloon carriages, the convenience of their sleeping cars, the economy of space in the lavatories on the cars; the lifting seat, etc., these were obvious advantages, and have been very generally followed by our carriage builders—but our electrical engineers have never grappled with the idea so generally in force on the best lines in America of protecting the line by electric insulation of the ordinary rails through tunnels. By the American system, so long as any pair of wheels was across from one rail to the other, the signal protecting the tunnel remained at danger. I pressed this system under the notice of Mr. Fletcher, our electrician but difficulties were always alleged, the chief one being the fact of our carriage wheels being formed with wood block centres, and consequently not affording a continuous circuit. On one or two of the lines automatic electric signals were in operation for short busy sections, and it was curious to observe the rise and fall of the dwarf signals called 'Nigger Heads'—our people would have called them 'Tommy Dods'—as the trains passed on to and off the sections of electric protection.

(To be concluded in Next Issue.)



LOOKING OUT OF THE GENERAL OFFICE BUILDING AT ALBANY

In the foreground is our Albany freight house and its transfer platforms. Just beyond is the viaduct used by the New York Central in reaching the Union station in Broadway (the large building and train sheds, upper left), and passing underneath, alongside the lower level where passenger trains from the Susquehanna division and the Saratoga and Champlain divisions arrive and depart, are our tracks. The low building in the center is the New York Central's freight house and to the right its yards. The Hudson river is also at the extreme right.

Hydroelectric Development

Race for Supremancy, as Between Steam Power and Hydroelectric Power, Has Been a Merry One, and the End is Not Yet

(Continued from Last Issue.)

EVEN at the best a large element of risk or uncertainty will remain due to conditions that cannot be determined in advance or factors that cannot be evaluated. The chief reasons for excessive cost for some of our hydroelectric projects have been the failure to determine or interpret properly the underground conditions in advance of construction, and erroneous assumptions based upon such lack of knowledge. Up to recent years the hydroelectric project which was properly explored prior to construction has been the exception rather than the rule. Borings should be deep enough to disclose the true underground conditions. Yet how often do we see disappointment in construction from borings which penetrate only eight or ten feet into rock, whereas experience shows that a mimimum depth of forty feet in rock is none too great. For their proper interpretation the services of a trained geologist are necessary, as well as for careful and competent inspection of the borings while in progress. It is of little use to build a dam if it will not hold water.

Prices which apply to one job do not necessarily apply to another in a different part of the country or where conditions are different. An instance was given of an estimate of cost of a dam to contain 11,000,000 cubic yards of earth fill, for which a price was estimated of eleven cents per cubic yard. This was based on an article in the *Engineering-News Record*, which stated that earth fill had been placed by hydraulic methods at one of the Reclamation Service dams at a price of seven cents per cubic yard. (Very reminiscent this of the methods of the Valuation Bureau of the Interstate Commerce Commission.) Other things to be guarded against in this connection are the conscious or unconscious unbalancing of quantities and prices and the omission of necessary items. The claim was made that in the long run hydroelectric development is much preferable to steam even at equal cost, since it furnishes a permanent asset to the country, the capital expenditure returning revenue for an indefinite period with minimum operating and replacement costs.

How does the development of these two methods of generating power compare, and what has been the history of steam? Steam felt the new impetus ten years before hydro woke up, but since that time a merry race has been on between the two, both in size of unit and in economy of service; first one winning and then the other, and the end is not yet.

How pitifully small the first plants now seem. The great Corliss steam engine, at whose gigantic frame we marveled at the Philadelphia Exhibition in 1876—the dominating central feature of the great machinery hall—was only of about 1300 H. P. and carried a steam pressure of but 100 pounds.

The perfection of the steam engine with automatic cut-off had early brought it into close competition with the water wheel. While in the last fifty years the cost of coal has more than doubled, higher steam pressures, larger power units, the steam turbine and the economies of the central station have cut coal consumption per horse power in half. In this last the great change to the steam turbine has put the reciprocating engine out of business. Now we are told that theory and tests of the first fairly large machine show that the mercury-vapor turbine (2600 H. P.) in combination with its steam turbine partner (3000 H. P.) will cut present coal consumption per kilowatt hour nearly in half, the steam going into the turbine at 1200 pounds per square inch.

From the days of Trevithick the history of steam has been largely one long struggle to increase the boiler pressure so as to improve the thermal efficiency of the steam engine or steam turbine.

The difficulty in the use of maximum steam temperatures in combination with large units in this country has been on account of the properties of the various metals at the higher temperatures. However, a good deal of research and development work is now being conducted along these lines.

While the theoretical gain from higher steam pressures increases up to the maximum for which no data is available, the full benefit of the thermodynamic possibilities are not at present obtainable in practice without re-heating the steam at some point intermediate between the throttle and the condenser. Without re-heating, the most advantageous steam pressure, both practically and economically considered, seems to be between 350 and 375 pounds gauge pressure. With re-heating it appears that about 1200 pounds is a practicable initial pressure and also that 375 pounds is an entirely satisfactory pressure at which to re-heat. Accordingly, the 1200 pound and 375 pound combination of pressures with re-heating has been adopted in the Weymouth Fore River Station, which the Edison Illuminating Company of Boston is now constructing; the higher pressure, with a view of developing its possibilities, and the lower pressure with the feeling that it represents the best practice in the single expansion cycle and that operation solely at that pressure will give highly economical results. Future installations at the plant will depend upon the relative performance of the two classes of equipment as initially installed.

The present construction covers the installation of two each 32,000 k. w. generating units, in combination with three 1974 horespower nominal rating boilers, which will be operated at 375 pounds steam pressure and 700 degrees Fahrenheit. In addition, a single boiler is being installed which will carry steam pressures up to 1200 pounds. This boiler will have about the same heating surface as the 375 pound pressure boilers, and the steam generated by it will pass through a pressure reducing turbine developing about 2000 k. w., and will then be exhausted at 375 pounds pressure and re-heated to the original temperature of 700 degrees, after which the steam will be conveyed to the main header and used in the large turbines. Should satisfactory results be obtained from the higher-pressure boiler-turbine units, more of them will be installed.

And to these adventures in higher boiler pressure is to be added the use of pulverized fuel, either by itself or in combination with an oil spray; a satisfactory feed water heater; and there is always the possibility of some new and more efficient form of heat engine.

One of the outstanding differences when the comparison is made is the number of men involved. Hydroelectric plants delivering daily 30,000 kilowatts are in operation with only two men to care for them. We are all familiar with the advertisement of the Pacific Coast Borax Company with its 20-mule team guided and groomed by two men. Fancy two men guiding and grooming the 40,000-mule team of a hydro station. And compare this with the effort to produce a like amount of power from coal, which requires the uninterrupted service of 1,500 men to mine, break, hoist, sort, load, transport, unload, store, rehandle and fire under boilers a sufficient amount of coal to produce 40,000 H. P.

In water power development the unit costs per pound for machinery and per cubic yard for structural material have doubled, while the efficiency of the hydro unit has increased at best only from eighty-three per cent to ninety-four per cent (and for some time has been close to the end of the road); the costs of installation, maintenance and supervision have been held down by a wonderful concentration of power in single units, under terrific head, and by a revolution in the features of design for large developments.

So that with all these changes there has been remarkably small change in fifty years in cost of either hydro or steam power in large quantity, reckoned at the prime mover.

The hydro people feel they must be close to the summit in size of power units and in economy of performance; that ninety-four per cent efficiency on a hydro turbine can never be excelled. In fairly long distance deliveries the cost of power development and delivery of the current at the bus bar goes for about one-half the total, the other half being due to the cost of transmission and delivery. There are rumors that direct-current transmission has some things in store for the future. Here would appear the only pathway open for further advance. It will give railroad men a new sense of values to find electric engineers estimating the cost of construction, including right-of-way, of a 4-circuit transmission line to carry 200,000 kilowatts 250 miles at $50,000 per mile.

Mr. Orrok figured that with coal at $4 per ton and 100 per cent load factor, the total costs of steam generated in the large center and water power generated 300 miles away and transmitted to the city are about even when the cost of the hydraulic generating station does not exceed $150 per kilowatt installed. This point with coal at $6 is about equal to $200 per kilowatt of water installation, and with coal at $8.50 to $250 per kilowatt of water installation. Some years ago he investigated more than three hundred water power prospects, mostly in New York State. Considerable work was put into surveys and estimates showed that the installation cost of these powers averaged $450 per kilowatt. Only a few ran under $200 and none under $150. It appeared from this investigation that coal must approach $10 or $12 a ton before even a small number of those projects would become commercial.

Mr. Abbott, of the Chicago Edison Company, who perhaps has supervised the sending out of more kilowatt-hours than any other one man in the world, figured out that it was cheaper to haul coal in cars than to take power over a wire from a station at the mine where the distance was more than 100 miles, at seventy-five per cent load factor and mid-west coal costs. (*)

If the use of hydroelectric power in close proximity to its point of generation brings it below the cost of steam, it unfortunately remains the fact that the markets for power are almost invariably situated at a distance from the sources of hydraulic power.

It was early found that prompt and cheap transportation for raw stock and finished product, or the easy labor market of great cities, were often stronger attractions than a small saving of power, where power was a small proportion of the total cost of manufacture. Moreover, steam power often could be made cheaper than water power for woolen mills, dye houses, etc., by conserving the heat of the engine exhaust.

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* The Commonwealth Edison Company of Chicago has just given a practical demonstration of their belief in this theory. They have recently constructed a steam-electric power plant on Crawford Avenue in Chicago, of which, three units are now in operation, generating 160,000 k. w., or 214,400 h. p. Ultimately the plant will consist of from eight to ten units of 750,000 k. w capacity equal to 1,005,000 h. p.

Fuel for the plant is being secured in Christian County, Illinois, approximately 165 miles from Chicago.

The portion of the plant now in operation has over twice the capacity of the Muscle Shoals project, which has a dependable output of only 100,000 h. p. At its maximum capacity of 1,005 000 h. p., it will be greater even than the power plants of Niagara Falls, which have a capacity of 1,000,000 h. p.

(To be concluded in Next Issue.)

Plan Christening Party

Members of the Ladies' Auxiliary of The Delaware and Hudson Veterans' Association of the Susquehanna division are contemplating a "christening party" to be held some time this fall, presumably in Albany, at which time their organization will be given a distinctive name. The auxiliary was formed at a meeting held in Oneonta on Sunday, July 13, 1924. with Mrs. J. J. Conroy of Albany, as its president. Since that time it has enjoyed a splendid growth in membership and in many ways has proved a valuable aid to Veterans' Association.

Found His Work Always New

(Continued from Page 4)

Schermerhorn of Bainbridge, N. Y., and to them have been born two sons and a daughter. One son, Herman, was in the employ of the Ontario and Western for eighteen years, first as a clerk to the joint car inspector and later as chief clerk for the master mechanic at Carbondale, being compelled to relinquish this work because of ill health.

He is a member of The Delaware and Hudson Veterans' Association.

"But, John, dear, before we were married you told me that you were worth fifty dollars a week."
"I am, but the boss only gives me twenty."

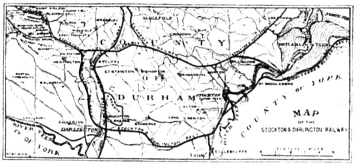
A Century of Railroading

(Continued from Page 7)

arms was painted on the sides, together with the motto "Periculum privatum utilitas public."

Jealousy and greater antipathy were to be met as a result and these culminated in the same legislative interference which is so common today. A Mr. Lambton (afterward Earl of Durham) succeeded in getting through parliament a bill limiting the charge for the haulage of all coal to Stockton-on-Tee for the purpose of shipment, to one-half penny per ton per mile. His object in doing this was to protect his own trade in coal and he believed that such a low rate would effectually secure him against any competition on the part of the Stockton and Darlington and prove utterly ruinous to the management of the road. Contrary to his expectations, however, the rate proved a vital element of success and in the course of a few years coal in excess of five hundred thousand tons annually was being handled.

The complications arising from allowing the public to use the road were many. Coaching companies were organized and competition was spirited. There were four sidings to the mile of track, but amusing collisions occurred. nevertheless. These were not always settled in silence. At last, an understanding was reached such as provided that light "waggons" should give way to those carrying loads, and that passengers should have the preference over trains of coal. At length, midway between the sidings, a post was erected and it was agreed that "he who had passed the pillar must go on, and the 'coming man' go back."



Traffic continued to increase so steadily that other conditions had to be solved. The "goods" trains got so long that the carriers found it necessary to secure the assistance of locomotives; then mixed trains of passengers and merchandise began to run; and the result in the end was that the railway company found it necessary to take entire charge of the traffic.

An Irishman boarded a street car with his hands extended in front of him about twelve inches apart.
The conductor asked for his fare, whereupon the Irishman said, "Take the money out of my pocket."
Conductor: "You are not crippled are you?"
"No," said the Irishman, "but my wife sent me for a pair of shoes, and that's the size she wants."

Day and Night of Pleasure

(Continued from Page 6)

contest between a Motive Power department team and a Car department team was won by the latter. Starting with 700 points each, the Car department lost but fifteen and the Motive Power seventeen and a half, which indicates that both worked with rare precision under the stress of speed. The phases undertaken included a fracture of the left collar bone and fracture of the right thigh, patient being handled on regular stretcher; simple fracture left leg and simple fracture of right forearm, improvised stretcher from poles and overall jacket being used; application of tourniquet to femoral artery right leg, handling patient with human stretcher; simple fracture of shaft of left arm and laceration of scalp, support being afforded by single helper; fracture of right knee cap and fracture of lower jaw, left side, with patient being moved on a three-handed seat; demonstration of the Schafer method of artificial respiration, and, lastly, a demonstration of the firemen's lift.

Boxing in several classes followed and the close attention given by the crowd that filled every bit of available space within the hall, was broken only by the almost continuous applause that urged one contestant or another to greater efforts. The results were a draw between J. WALKER of the Transportation department and GEORGE MANGUS of the roundhouse force at Carbondale; another draw between "Kid" Matthews, who made his first appearance in the ring and did himself credit, and "Young" Gouldsworthy of Taylor; a knockout for "Kid" Benway who opposed JOHN MATTHEWS; a draw between CHARLES WOLF and SAM POTES, both of the Car department; and a victory for "Silent" Cawley of Dunmore who met ANDREW SEDLOCK, a novice. A ten-minute wrestling match to a draw between "KID" PONZI and MILO FITCH proved a worthwhile feature as did the boxing bout between "Bob" and Walter Hodge, the six and eight-year old sons of LOUIS HODGE of Oneonta, a Susquehanna division trainman, who are well known to all boxing fans among our employes and never fail to make a decided hit wherever they appear.

Cash prizes to the amount of $265 were awarded during the day and evening as were a score or more contributions of real value made by Carbondale and Scranton merchants, and by employes.

Dancing brought the day to a close and proved a delight until the hour of the departure of the special train at 11 p. m. Meanwhile the various concessions were well patronized and the grove, well lighted, was alive with activity. At no time during the day had there been any interruption of an unfavorable character to spoil any part of the program or the enjoyment of any individual and up to the very last minute everyone had the best time possible.

The officials of the Company, headed by H. F. BURCH, assistant general manager, were a part of the happy gathering throughout the day and evening, and there were also present several officials from other railroads; E. J. Healey, mayor of Carbondale, and "Jack" W. Holder and "Bill" Davidson, federal inspectors.

A golf tournament and dinner at the Crystal Lake Country Club was the Sunday entertainment arranged for the official party. M. J. McDONOUGH, division engineer on the Pennsylvania division, made the best score in covering the course and was awarded a handsome silver loving cup. H. D. CHAMBERLAIN, finishing second, received a golf bag, and C. A. MORGAN, superintendent of the Pennsylvania division, and H. E. MORGAN, division agent, finished in third place for which honors a wrist counter was offered.

J. J. BRENNAN, master mechanic, was chairman of the general committee in charge of the entire program, and the sub-committees were headed as follows: Finance, T. A. MACKIN, general roundhouse foreman at Wilkes-Barre; refreshments, M. J. CANTWELL, assistant trainmaster; publicity, JOSEPH PHILBIN, chief clerk to the division engineer; athletics, Archie Morgan, physical director at the Carbondale Y. M. C. A.; grounds, M. J. McDONOUGH, division engineer; and dance, J. Sullivan.

ON THE WAY TO LAKE LADORE

Clicks from the Rails

Bus Operators Must Pay

Free use of the highways by motor bus operators no longer exists in Otsego county, New York state. Town boards have resorted to the enforcement of the right vested in them by Section 26 of the Transportation Corporations law, which provides that compensation may be exacted from the operators of motor bus lines sufficient to cover the wear and tear upon pavements and bridges and to provide for the safeguarding of passengers and other persons using such thoroughfares. In the towns of Oneonta and Hartwick, this tax has been fixed at $37.50 annually for each mile or fraction thereof over which the bus lines operate, while in the town of Otsego the tax is $50 a mile. The insurance protection required varies in amount from $10,000 to $20,000.

Explains St. Paul's Predicament

H. E. Byram, receiver for The Chicago, Milwaukee and St. Paul, attributes much of its present predicament to the control exercised over its affairs by the state and federal governments. Rates and taxes and wages and working conditions and many operating features and financial transactions, such as stock and bond issues, are controlled by the Government, and prices of materials are, of course, outside railroad control. Under these conditions, he argues, it is not altogether fair to place upon railroad managers all responsibility for ultimate results. The road has operated without profit since 1917, and only in a single year, 1923, did its earnings exceed its interest account.

Automatic Radio Service

German railroad trains, says the *New York Times,* are being equipped with radio apparatus so that a passenger will be able to receive or make telephone calls while traveling. Also, by dropping a coin in a slot placed in front of their seats, they will be provided with a radio head piece, just as theater goers now get opera glasses, and will be enabled to hear musical selections broadcasted from the various stations. This apparatus, it is reported, is being installed on the Berlin-Hamburg and Berlin-Hanover expresses.

Favors Private Control

In his annual message to the Philippine Legislature, Governor General Wood said that the Philippine Government should transfer to private enterprise all railroads, mines and agricultural enterprises now under its control.

What Price Valuation?

On March 1, 1913, Congress passed an act requiring the railroads to cooperate with the Interstate Commerce Commission in determining the value of the railroad properties of the country. Up to June 30, 1925, the railroads spent $83,529,500 on this work, and the Commission spent $26,849,500. This is a total of $110,377,000. At the present time the railroads are spending approximately $6,500,000 a year for valuation and the Commission has been granted $3,100,000 a year for the next three years.

A Steady Job

A man with all the earmarks of a laborer was smoking thoughtfully and watching a large building in process of construction. Being shorthanded, a foreman approached and asked:

"Hey, you, want a job?"

"Yes," was the reply, "but I can only work in the mornings."

"Aw, shucks! Why can't you work all day?"

"Well," the man explained, "every afternoon I got to carry a banner in the unemployed parade."

—*American Legion Weekly.*

It's Spelled "Wilkes-Barre"

The *New York Tribune* of August 26, last, reprinted under the caption "Twenty Years Ago," the following item which is particularly interesting because of its much debatable subject: "Wilkes-Barre—Hereafter the name of this city will be officially spelled with a hyphen and a capital B. President Roosevelt has ordered it, and the citizens are applauding him. Some years ago the Post Office department made the name Wilkesbarre, without the hyphen and a small b, which was very displeasing to the citizens."

Conductor—Is that child eight years old, madam?

Lady—Oh, no. He's only seven.

Conductor—Then you must pay his fare. Only children under six ride gratis.

—*The High Line.*

If you've nothing to do, don't do it with some one who's busy.

—*Loose Ends.*

And, really, your job is something to be taken seriously.

An Appreciative Attitude

"Topeka merchants have declared a virtual boycott on the patronage of bus and truck lines operating between Kansas City and Topeka. A resolution adopted unanimously by the Topeka Merchants' Association declares that the bus lines contribute nothing to the growth and maintenance of the city and roads and have worked a great financial hardship on the railroads operating in this vicinity. The resolution authorizes the President of the Association to appoint a committee to send a letter to every merchant in the city, asking them to patronize only the railroads for shipments between the two cities."

—*Atchison (Kansas) Globe.*

Yes, It's Different

"If an automobile manufacturer cannot furnish as many cars as the public wants, nobody curses him; people pay him a scarcity price for what machines he has and admire him for his skill in making money. But if a railroad cannot furnish cars enough for all emergencies, it is regarded as a dereliction of public duty; and if a railroad manager attempted to make car scarcity a reason for charging higher prices, he would be publicly condemned and probably sent to jail."

—Arthur T. Hadley, *President Emeritus, Yale University.*

All a Matter of Transportation

Chinese coal has been produced for years at twenty-five and thirty cents a ton at the mines, but the lack of transportation kills all that because there is little use for coal, and, furthermore, carried by primitive methods of transportation this coal costs $18 and $20 a ton before it reaches Shanghai. It actually cost $1.25 a bushel last year to transport wheat from Cze Chuan to Shanghai, so that twelve-cent wheat sold for $1.37 a bushel. On this same basis, what would wheat be worth in our middle west grain belt, if there were no railroads?

Doing It Gracefully

Two train riders recently escaped injury in a derailment near Voorheesville by seizing the telegraph wires that came within their reach as the car on which they were riding left the rails. Then by traveling hand over hand they reached a pole, down which they slid and beat a quick retreat into the country.

KEEP the telephone of your mind forever transmitting thoughts of love, purity, health and joy; then when sickness, sorrow, selfishness or hate try to call you up, they will always get the busy signal and after a while they will forget your number.

"Cheerfulness is the oil of gladness which lubricates life's machinery."

—CLIPPED

450
400
600
400
600
2550

1200

600
600